FOR PEACE IN NEW-ENGLAND

M'LEOD'S WORK TO BE OVERTURNED. BOSTON AND MAINE AND NEW-HAVEN COM-

MITTEES WORKING FOR HARMONY. Mr. McLeod's downfall in Reading seems likely to followed by a loss of influence and control in osten and Maine affairs, if that condition has not along the mached. Mr. McLeod's excursion into England territory was an act of direct an-onism to the New-York, New-Haven and Hartford, and his whole plan of campaign there was extremely and his whole plan of campaign there was extremely aggressive. As in Pennsylvania and New-Jersey he ess only satisfied by throwing his road violently into ition with the Pennsylvania system, so in Newhe initiated a policy which was intended to ince the fighting with such a powerful corporation as force the fighting with such a powerful corporation as the New-York, New-Haven and Hartford. In both the roads antagonized confined their efforts to seeing their own interests, and by no overt act they stand in the ambitious manager's way. otless they applied to him General Grant's famous shout the Democracy-that if you gave it rope maxim about twould hang itself. In Reading affairs Mr. selond is certainly hanged, and the latest developments in Boston and Maine indicate that the same re ult has been reached there.

fork New-Haven and Hartford directors had opened Mations for the restoration of harmonious re-coss with the Boston and Maine. A committee appointed consisting of J. Pierpont Morgan, Rockefeller and William D. Bishop, with power to undertake the negotiations. It now appears that action had already been taken by the Boston dine directors, and yesterday Frank Jones, G. Haven and Samuel C. Lawrence, repreting the latter road, met the New Haven and riford committee in this city. The fact that any ton whatever was taken by the Boston and Maine the matter is alone the strongest proof that an change of policy is under consideration and that the road intends to break away from Mr. McLeod. Added to this is the composition of the militee sent to meet the New-Haven representaures. Messrs. Jones, Haven and Lawrence are all credited with being opposed to the Philadelphia "Napoleon," and little doubt is expressed in railway dreies that success will crown the efforts of Mr. Morgan and his associates to bring about a thorough friendly understanding between all the New-England transportation interests.

Mr. McLeod is supposed still to hold the Boston

and Matne stock that he acquired before he was elected president. This will doubtless have to be beeted president. It is will doubless have to be bought back by the Jones-Sinclair interests at Mr. McLeod's own price to prevent its being thrown on the market, but the plan of readjustment of relations is understood not to include any proposition for the purchase of Hoston and Maine stock by the Consolidated road. Yesterday's conference was adjourned, after a long session, until Saturday.

PENNSYLVANIA'S ANNUAL REPORT.

GOOD SHOWING OF THE GREAT SYSTEM IN SPITE OF ADVERSE CIRCUMSTANCES.

The forty-sixth annual report of the Pennsylvania Bailroad Company is printed in full in the adver-tising columns of The Tribune this morning. It nds in facts and figures of much interest to all ents of railway affairs. Here are a few brief

ere was a material increase in the gross rev ennes of the company, there was a greater increain the expenses; and the net revenue was further diminished by the fact that the tax levied upon your capital stock by the commonwealth of Pennsylvania was almost doubled in the past year. Notwithstanding this reduction in the net revenues, the company was after paying a dividend of 6 per cent, carry to the credit of profit and loss account the sum of \$2,127,\$26.42.

"The statements contained in the report show that, while the percentage of operating expenses was increased, it was due, not to the cost of moving the traffic, but to the fact that the rates prevailing turing the year 1862 were, owing to the severe competition among the transportation lines of the country, materially lower than those in force in 1801. With proper compensation for the movement of the traffic the volume offered would have made the year 1892 one of great prosperity to the entire

"The year 1892 presented the anomalous condition of a larger amount of traffic being tendered to the railways than they were able to properly handle, while at the same time the competition between the transportation lines of the country was more active and the traffic carried at lower rates than at any other period in their history. This is reflected in the de-creased net carnings of nearly all the larger companies, at least in the eastern portion of the United States where this destructive competition stimulated methods of securing traffic that, if possible, were attended with more injurious results to the public than to the rail-

"In an effort to remedy this unnatural condition of affairs, the chief officers of the principal railways of the country, after a very full discussion of the subject, and at the suggestion of the Interstate Commerce Commission, deemed it proper to appear before Con-gress and suggest such amendments to the Interstate of the commission in detecting and punishing violations | their positions. of its provisions, also enable the railways to enter into proper traffic relations with each other, on a basis to be supervised and approved by the commission. These matters were forcibly presented before committees of both Houses of Congress, and it was fully explained that the object sought was not an increase of rates or the prevention of competition, but simply to secure to all shippers the rates filed with the commisdon; but the effort to obtain any satisfactory modifica tion thereof was unsuccessful. As a result, the greatest industrial interest of the country, and the one with which its prosperity is the most intimately connected, apparently left in such a position, that it is unable to enter into any legal arrangements that will enable to meet the anomalous conditions already referred o, or to so manage its affairs as to either properly make the public or make a fair return to its owners. bree the public or make a fair return to its owners. It is to be hoped that a careful consideration of the subject will convince Congress that the protection of the public, no less than of the companies themselves, requires at their hands legislation that will authorize the making of such contracts under proper supervision?

CENTRAL-NORTHERN DEAL NOT YET CLOSED. As The Tribune announced on Sunday, a plan has the nearly matured for the absorption of the New-York and Northern road by the New-York Central and Hudson River Railroad Company. A conference the subject was held yesterday at the Grand Central Station between Cornelius Vanderbilt, Chauncey M. Depew, J. Pierpont Morgan and H. Walter Webb, and later in the day at another meeting between Mears. Vanderbiit, Depew and Morgan, at the latter's clos, the subject was again taken up. Mr. Depew therwards said that he was not set prepared to make My statement. He said that the Central wanted the ethern road because it could be made useful in elping the former handle the local traffic in West-In answer to a question as to whether the in order to secure a through line to Boston, Mr. Depew said that they would not take it as a gift.

MOUNT M'GREGOR RAILWAY SOLD.

ston, N. Y., March 6.—John Person, referce, at lock this forenoon sold at the Court House the McGregor Railway Company's property, in-the railway from Scratoga Springs to Mount etc., but excluding the Grant and Arkell the on the mountain. The sale was to satisfy course on a second mortgage bond held by George The preperty was bought by Douglass W. on behalf of the first mortgage bondholders at mount of underment.

THE READING'S NEW STATION READY.

Philadelphia, March 6.—The official announcement mde by the Philadelphia and Reading Railroad that on and after Sunday next, March 12, the New-York express trains, and also the express also of the Reading division now arriving at and Parting from Ninth and Green sts., will be run in which is reached. of the new Market Street Terminal Station, is reached by the elevated road recently con-ted. After March 26 all trains of the entire Readhie the new station.

GRADE CROSSINGS AT CHICAGO.

cago, March 6.—President T. B. Blackstone, of bloago and Alton, has addressed a letter to washburne, of this city, relative to the ordirecently passed directing that all roads entering to shall elevate their tracks above the street Mr. Blackstone pointed out several provisions ordinance which make it precifcally usedess in to do about it. Mayor Washburne says that are of office is so near an end that he has no

Prominent Physicians assure Caswell, Massey & Co. that in numerous cases patients have been able to take and retain their

"Emulsion of Cod Liver Oil, with Pensin and Quinine.'

although utterly unable to take any other Emulsion or plain Cod Liver Oil. Caswell, Massey & Co.'s Emulsion is far ourishing and strengthening.

Sold by all Druggists. 1,121 Broadway, and 578 Fifth-ave., N. Y., and Newport, R. 1.

opinion to express on the matter, and will leave the nut for his successor to crack.

The principal objection urged by Mr. Blackstone is, that if the tracks are elevated as provided by the ordinance it will bring the roads on a level with the surface of the vladuets, and there will then be as many grade crossings as before, and the roads will be no better after all the expenditure of money.

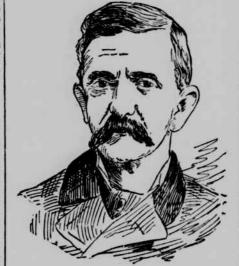
EASTBOUND SHIPMENTS FOR THE WEEK. Chicago, March 6.-The total tonnage of the easttons for the same period inst year. The Lake Shore carried 9,955 tons, the Pittsburg and Fort Wayne 8,030, and the Wabash 5,656.

CLEVELAND TO HAVE AN ELEVATED ROAD Cleveland, March 6.-The scheme of building an to Euclid Heights, an eastern suburb, is now an assured fact. Work will be begun as soon as the route is decided upon and a charter obtained. The road will be about seven miles in length and will furnish rapid transit for residents in the eastern portion of the city. New-York capitalists are back-ing the enterprise.

BASEBALL MEN MEET.

THEY WILL BEGIN THEIR SPRING CONFERENCE HERE TO-DAY.

The liveliest interest is manifested in the spring meeting of the National Baseball League, which begins at the Fifth Avenue Hotel at noon to-day. It is expected that the meeting of the clubowners will last at least three days, and the chances are that it will be Saturday before they will scatter to their homes prepared to open the baseball season all along the line. Many of the club-



owners arrived on the scene of battle yesterday and the others will reach the city early this morning. Much work will have to be done outside of the adoption of the playing schedule and the changes to be made in the playing schedule and the changes to be made in the playing rules. N. E. Young, the veteran president of the League, was one of the first to arrive, as he wished to discuss his schedule with the clubowners before it was formally presented. Mr. Young makes the schedule himself this year for the first time, and it is thought that it will give general satisfaction. Heretofore the schedule has been made out by committees of clubowners, who, in some instances at least, managed to look out for their own interests. The playing season this year will consist of 132 games. The playing season this year will consist of 132 games, and as Mr. Young is not financially interested in any club his schedule ought to give satisfaction.

It is expected that to-day's session will be devoted to

a discussion of the proposed changes in the playing rules and the schedule may not be adopted until to-morrow in case all routine matters have been attended to by to morrow night, the first session of the Cash Cycling League will be held on Thursday. Most of the clubowners are also interested in this venture. The bicycle races are not to interfere in any way with baseball, as the races will be held either at night by electric light or in the afternoons when the teams are away from home. Mos of the best riders of the country will take part, and cast prizes to the emount of \$1,500 daily will be given to the winners of the races.

The New-York club secured another brilliant young to the club. His name is Martin McQuaid, and he is a brother of the well-known League umpire. McQuaid's contract, formally signed, was received last night. He played in the Oakland club, of the California League, last ission, deemed it proper to appear before Con-and suggest such amendments to the Interstate are law as would, while increasing the efficiency commission in detailed and made an excellent record as an outlielder, bate-man and baserumer. He will play in the outlield, and Tiernan and Burke will have to do good work to hold

THIRTY PICKED ATHLETES OF HARVARD.

Cambridge, Mass., March 6 (Special).—For the first time Harvard will send a picked tran this year to the New-England championship games. The selection of the thirty men to compose it was made to-day by Mr. Lathrop, the trainer, and W. L. Thompson, '93, captain of the Mott Haven team. With the exception of a few men in the seventy-five-yards' dash, the men will be the same as those who will make up the Mott Haven team this year. The games are to be held on next Saturday aventure. The games are to be held on next Saturday evening in Boston. The men who are likely to show up best are Bloss in the seventy-five-yards' dash; Brown and Corbin in the 1,000-yards run; Shead in the hurdles, and Merrill in the 600-yards run. The men who will make up the team

are as follows:

75-yard run-J. P. Whittren, '95; E. S. Benedict, '96;

B. Elosa, '94; W. I. Thompson, '93; M. Ladd, '94;

W. S. Garcelon, law school; L. Sayre, '96; W. F. Baker, '93; U. Marrett, '96; T. H. Bartlett, '96.

600-yard run-S. M. Merrill, '94; L. E. Rowe and S. H. Foster, law school, s. r.; C. E. Hutchinson, '83, 1,900-yard run-J. Corbin, gr.; C. Brewer, '96; H. C. Lakin, '94. One-mile run-A. Blake, '93; D. W. Fenton, '95; J. L.

Coolidge, '95.
Hurdles-O. W. Shead, '93; E. Brown, '93; G. D. Whitehead, '96; A. Coonley, '94.
 High jump-G. R. Fearing, '93; W. E. Putnam, '96;
 E. B. Bloss, '94; T. E. Sherwin, '94.

Pole vault-H. M. Wheelwright, '91; T. E. Sherwin, '94.

SALE OF TROTTERS IN KENTUCKY.

Lexington, Ky., March 6 (Special).—Twenty thousand two hundred and seventy dollars was obtained here to-day at the Woodward & Shanklin sale of trotters, for the forty nead passed under the hammer. The attendance was not large but the bidding was spirited. The best prices were as follows:

Valleda B. (2.20), Fr. m., 7, by Orin, dam by Mam-

Valinda B. (2:20), gr. m., 7, by Orin, dam by Mambrino Columbus; E. D. Pendleton, Norfolk, Va. 82,500.

Martha H. (2:232), b. m., 4. by Gambetta Wilkes, dam by Kimbrough's Abdallah; Frank Helfield, Duboise,

dam by Kimbough's New 1,000.

Mind C. (2:21), b. s., 8, by Messenger Chief, dam Brown Chief; Orr & Crane, Laporte, Ind., 84,150.

Aleta (2:29\frac{1}{2}), b. m., 6, by Abdallah Mambrino; Alexander Harthill, jr., Louisville, Ky., \$2,350.

ELECTRIC RAILROADS IN NEW-JERSEY.

FRANCHISES GRANTED TO NEW COMPANIES-BOSTON CAPITAL SAID TO BE INTERESTED.

In the Orange Common Council last evening an application for an electric trolley franchise was made by the Suburban Traction Company, a new corporation formed by the consolidation of the Orange Crosstown and Bloomfield Street Railway Company and the Orange Valley Street Pailway Company. The lines Orange Valley Street Railway Company. The lines as laid out were from South Orange to Bloomfield, from Orange to Paterson and Montclair. The road is to be double-tracked. The company is organized by Boston capitalists with a capital of \$3,000,000. In addition to these routes application was made for a line from Orange to Newark, parallel to the line of the New-Jersey Traction Company. The New-Jersey Traction Company will undoubtedly fight the new com-pany. It has already put in an application for an extension of its lines in Orange Valley over some of the streets asked for by the Suburban Company. There are already rumors of money being used i

The Bolling Springs Township Committee to-day granted a franchise to the Passaic; Rutherford and Carlstadt Electric Railroad, with permission to lay near New York who buy the Caristadt Electric Railroad, with permission to my tracks in the centre of the road from the boundary of Lodi Township along the Paterson Plank Road, Franklin-st, and Park-ave., to the Eric Railway station at Rutherford The Bergen County Board of Freeholders yesterday gave right of way over the county roads and bridges to the railway. The railway, when completed, will run from Paterson to Hoboken across the Hackensack Meadows.

CHARITY'S FINE TEMPLE.

THE BUILDING FORMALLY PRESENTED.

JOHN STEWART KENNEDY, THE GIVER, ABRAM S. HEWITT AND OTHERS MAKE SPEECHES.

The United Charities Building at Twenty-sec ond-st. and Fourth-ave, John Stewart Kennedy's noble gift to four leading non-sectarian charitable organizations of the city, was thrown open for inspection yesterday afternoon and evening. Five thousand invitations were sent out several days ago, and admission to inspect the building yesterday was by card only. Nearly 3,000 of those who received invitations visited the beautiful and substantial new home of the organizations, the Children's Aid Society, the New-York City Mission and Tract Society, the Association for Improving the Condition of the Poor and the Charity Organi-

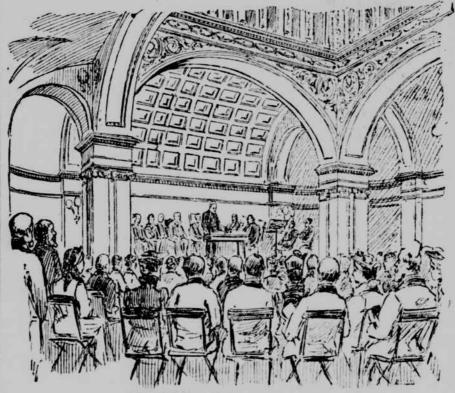
zation Society. There was a constant stream of

Rev. Dr. John Hall, Rabbi Gustav Gottheil, Joseph A. Kernan and Robert W. De Forest.

At 8:30 o'clock Mr. Kennedy, who presided, rose to make the address of presentation. It was fully a minute before Mr. Kennedy could be heard, so great was the applause. He reviewed the occurrences that led up to the erection of the

the occurrences that led up to the creation of the United Charities Building, and said in part:

The event we are githered together to celebrate tonight is the establishment far the first time in this city of a chasitable centre to which the benevolent may refer applicants for relief, and to which all seeking aid may apply with assurance that their needs will be carefully considered and appropriately dealt with. It is a great satisfaction to me to have present with us to-night, not only representatives of the Protestant community, but also



THE MEETING IN THE LECTURE HALL.

visitors passing in and out of the building all | York will be in close and intimate relations, comparing the afternoon. Most of the visitors in the afternoon were women. All visitors found the building in perfect order. Its five noiseless, well-lighted elevators moved quickly and smoothly. Everything about the building seemed as it should be and it is safe to say that none of the visitors



COLONEL GEORGE B. MICLELLAN. who had read glowing descriptions of the building

was disappointed in an inspection of it. The building is seven stories high, with a base ment, and is 150 feet long by 100 wide. It is a solid, plain and dignified structure of classical architecture. The interior is finished throughout in oak. The system of ventilation and the electric lighting are the best that can be devised, and ided acquisition | the building is absolutely fireproof. The first His name is Martin McQuald, and he is a four floors will be occupied by the offices of the



THE REV. DR. WILLIAM R. HUNTINGTON.

different societies, and the floors above will be rented to other charitable organizations and for general purposes. The building has every modern convenience and comfort. The four societies will

There were no exercises in the afternoon yesterday, but in the evening formal presentation of the building was made by Mr. Kennedy. The opening exercises were held in the assembly hall on the ground floor. This hall is a bandsome room, with a scating capacity of about 300.



RABBI GOTTHEIL

About Mr. Kennedy on the platform sat Bishop Henry C. Potter, the Rev. Dr. William R. Huntington, ex-Mayor Abram S. Hewitt, William E. Dodge, Parke Godwin, President Seth Low, Colu-nel George B. McClellan, D. Willis James, the

I near New York who buy the LADIES' HOME JOURNAL More than 700,000 copies sold throughout the country monthly in cities and the larger towns.

York will be in close and intimate relations, comparing results and economizing efforts, so that while every deterring case will receive prompt attention, neither effort nor money shall be wasted." True charity knows no limitations of religion or race. It is acknowledged to be due to the needy and suffering in all civilized, and especially in all religious communities. The question when application is made for relief is not what is your nationally according to help but are your suffering in need of

application is made for relief is not what is your nationality or religious belief, but are you suffering, in need of assistance, and are you a deserving person!

When the archolance is called to the scene of an accident the doctor in charge does not ask, 'What is your creed!' but 'What is your need!' And for that need he makes suitable provision. The truth is that in all our charitable work we may well heed the lesson taught to the results of the freed Saragitan, who improvised a in the parable of the Good Samaritan, who improvised a in the parable of the Good Sanarian, who improvised hospital at the inn, performed the duties of a surgeon, undertook the duties of nurse, and then capped the climax of liberality by providing a rect of endowment fund from which the wants of the poor sufferer could be supplied. Thus he surstantially marked out the lines on which all modern charitable work outht to be conducted.



CHARLES D. RELLOGG. roof of so many charitable societies may be the means of enlarging the scope of their usefulness, and thus prove a blessing to them as well as to those for when they labor, and that the results which may be achieved through ragement to charitable work.

The Rev. Dr. William R. Huntington responded for the four societies; Joseph A. Kernan re-sponded for the Society of St. Vincent de Paul;



EX-MAYOR A. S. HEWITT.

Rabbi Gottheil responded for the Hebrews, and Colonel George B. McClellan for the Mayor. They spoke briefly, each being limited to five minutes. The address of the evening was delivered by ex-Mayor Hewitt. His remarks were listened to with marked attention, and were generously applanded. He said in part:

generously applanded. He said in part:

The dedication of this noble building, erected by the munificence of our fellow-citizen, John Stewart Kennedy, and devoted to the uses of charity, fulfils the hope which I ventured to express eight years ago in a public address. It marks a distinct epoch in the history of the city, only to be compared with the two great events in its progress—the opening of the Eric Canal and the introduction of an ample supply of pure water from the Gaston River. The citizens of New York will henceforth be able to refer every applicant, of whom no personal knowledge is pos-



to a central office, open day and night, where restance of the desired of the case.

Certain propositions only can be laid down as incontrovertible. Society is bound, first, to provide for the poor; second, to institute legislation which will tend to

lessen poverty and crime; third, to effect these objects issen poverty and crime; third, is enset the society has the right to resort to taxation, and this taxation may be imposed upon property, either uniformly or differentially, as the judgment and conscience of the community may decide. In other words, the superfluous wealth may properly be mady the subject of differential taxation, and thus be made contribute toward the cure

of its twin brother, the evil of pauperism.

Among the objects which will receive immediate attention unquestionably will be the extension of the kinder-



THE COOKING SCHOOL. garten system, so as to include every child between the ages of three and five years, whose time for many months in the year is now mainly passed in the public streets. The provision of small parks and playgrounds for children, and, sooner or later, their removal from evil influences in families where they are surrounded by an atmosphere of vice and crime, will undoubtedly have the approval of the public and the support of those who have superfluous means which can be devoted to the fundamental work of rearing the next generation under pure and clevating influences. The establishment of municipal lodging-buses, so necessary for the protection of our people influences. The establishment of manicipal longuistics, so necessary for the protection of our people from the spread of contagious diseases, only awaits the demand of some authority which will be recognized as voicing the will of the people. The liquor question still



of the community. We have seen a Legislature chosen be the people deliberately pro-titute itself to the demands of the corrupters of youth and the destroyers of the family No doubt, the stern cry of repeal which comes up from the conscience of an outraged community will be heardly that the time for conscience to have manifested itself was when the representatives were chosen, and when it was the duty of every decent man in the State of New-Jersey to have Montezuma London, Feb 24 Alian-Stan March 1 Columbia March 1 Columbia March 1 Columbia Montezuma London, Feb 24 Alian-Stan March 1 Columbia preferred character to party.

The Rev. Dr. John Hall made the dedicatory prayer and pronounced the benediction. Among those who visited the building were ex-Senator Evarts, Russell Sage, Mrs. Henry De Forest, Miss Julia De Ferest, Kiliaen Van Rensselaer, Mr. and Mrs. John E. Parsons, Mr. and Mrs. John T. Terry, Alexander Hadden, Mr. and Mrs. Jacob H. Schiff, Mr. and Mrs. De Witt J. Seligman, Salem H. Wales and Clarence A. Andrews.

HOPE LONG DEFERRED.

NO NEWS YET OF THE WHITE STAR FREIGHT STEAMER NARONIC.

The last straw at which the agents of the White star freight steamer Naranic are clutching, is that the vessel has drifted to the Azores. Advices from St. Michaels, the principal port of the Azores, would indicate that even the last straw is being carried away. The new Spanish steamer Ciudad de Reus, commanded

tion with the Azores is poor, and news received from the islands is exceedingly meagre. The steamship Danmark, which met with an accident in 1889, and was towed to the Azores by the Missouri, was not heard of for thirty days after the accident occurred. The Naronic has been out twenty-four days to-day, and is fourteen days overdue. It is possible that she has put in at Fayal or some port of the Azores, and owing to the poor communication nothing has been heard of her. St. Michaels, is, however, the only port in the Azores at which a disabled vessel could be re-

None of the vessels which arrived vesterday had seen anything of the Naronic. The Servia signed the Naronic's sister ship, the Runic, westward bound. The Runic signalled that all was well. She had not sighted the Naronic. The Italy, six days overdue, and the St. Enoch, also overdue, were among the ships which the White Star line agents looked upon as deliverers of the Naronic. Neither of these vessels saw a trace of the big freighter. The agents now pin their faith to the Alsatia, which has been out for eighteen days from Gibraltar, and to the Gardenir, which left Gibraltar on February 10.

The marine insurance companies do not regard the Anomic as a desirable risk. A company yesterlay refused to reinsure the cargo at 27 1.2 per cent. Even if the Naronic is affoat the salvage on her would exceed the high premiums demanded by the insurance company. The Naronic cargo was at first insured at 1.1-2 per cent.

THE ACCIDENT TO GEORGE G. WILLIAMS. George G. Williams, president of the Chemical Na-tional Bank, who broke his leg on Saturday by slipping on the tcy sidewalk at Fifth-ave, and Eighteenth-st., is resting as comfortably as is possible after such an accident. His leg was broken a few inches above the ankle. It was said at his house last night that his

FLINT'S FINE GEO. C. FLINT CO.,

104, 106, 108 WEST 14TH ST.

MANUFACTURERS.

Solicit an examination of their specially prepared Spring productions, WHICH FOR LOW COST. VARIETY AND NOVELTY OF DESIGN HAVE

"A thing of beauty

Is a joy forever."

A Home without Fireplaces is like a man without eyes-Cheerless and unsightly. The stove is not sociable por does the steam radiator glow with

hospitality.
In family affairs what is sentimental is also practical. Domestic happiness is a practical matter, and the home is the shrine of sentiment. A Fireplace is the centre of the home circle, warms hearts and hands alike. Therefore buy seasonable things for the fireside.

W. H. Jackson & Co., UNION SQUARE, (Cor. Breadway).

Fine Wood Mantels and Chimney-piece Novelties.

accident would in no way interfere with the marriage of his daughter, which is soon to take place.

ST. THOMAS'S FIRST SURPLICED CHOIR.

AN INTERESTING SERVICE WHICH WAS WELL ATTENDED. The first surpliced choir that ever sang in St.

Thomas's Church attracted a large congregation last evening. The greater part of the usual evening prayer was supplemented by a special even song under the direction of George Le Jeune, who also arranged to music the Price's responses and the general

After the chanting of the Lord's Prayer in chorus the choir gave the sixty-fifth psalm, "Te decei-hymnus," and the sixty-sixth psalm, "Jubliate Dec."

These were peculiarly impressive.

The addr. ss of t'e lecter, t'e Eev. Dr. John W. Brown, followed, and was devoted chiefly to an exhortation to the boys to summon religious fervor to the performance of their cheral duties. He referred to the scriptural authorities for song service, and laid stress on the necessity for devoting church music to the praise of

God, and not to mere personal gratification.

The musical feature of the evening came next, in the singing of seven special anthems. In these the treble, contralto and bass voices were heard in successive soles, quartets and chorus arrangements. They consumed fully half of the evening service. The recessional hymn, "When I survey the Wondrous tross," was preceded by an offerory which was devoted toward defraying the expenses of the service.

MARINE INTELLIGENCE.

MINIATURE ALMANAC. sunrise, 6:20|Set, 5:54|Moon rises 11:07 p.m|Mcon's age 15 HIGH WATER TO-DAY. A.M.—Sandy Hook |Gov. Island 0:28|Hell Gate 2:19 P.M.—Sandy Hook 0:25|Gov. Island 0:45|Hell Gate 2:38

INCOMING STEAMERS.

	The Control of the Co
ts ov	Vessel. From: Walter
y. m.d.	WEDNESDAY, MARCH 8. Havel Premen, Feb 28 N G Lio Weimar Bremen, Feb 21 N G Lio City of Washington Havana, March 4 N Y & Cul THURSDAY, MARCH 9.
111	Siberian

OUTGOING STEAMERS.

TO-DAY. WEDNESDAY, MARCH 8. THURSDAY, MARCH 9.

SHIPPING NEWS.

PORT OF NEW-YORK-MONDAY, MARCH 6, 1893. camer Italy (Br), Foot, London February 11, with to F W Hurst. Arrived at the Bar at 5:30 p m. camer Servia (Br). Dutton, Liverpool February 25, netown 26, with mdse and passengers to Vernon H

The new Spanish steamer Cindad de Reus, commanded by Captain Mortvell, bound for Philadelphia from London, passed through the Downs on February 12. A day or so after leaving the Downs her machinery was disabled, and she made her way to the Azores. A dispatch received from London tells of her safe arrival at St. Michaels. The news came by way of Lisbon. London is 1.400 miles from the Azores, which is 200 miles further than the distance from Liverpool to the Azores.

The Chidad de Reus left London a day later than the Natonic left Liverpool, and under almost any condition would be much inferior to the Naronic in speed. The exact date at which the Chidad de Reus reached St. Michaels is not given in the dispatch. It is estimated that she reached the Azores on February 26. If the Naronic had gone to the Azores she should have beaten the Spanish vessel by several days, assuming that the injuries to the two vessels were about the same.

It should be remembered, however, that communication with the Azores is poor, and news received from with nides and passengers to Old Dominion Ss. 60. Steamer City of Columbia, Jenney, West Point, Vs. with noise and jessengers to Old Dominion Ss. Co.
Steamer Specialist (Er. Prentice, Baltimore March 3, with moise in transit to Bowring & Arrhibald; will finish loading for Rio Janeiro.
Steamer Brixkam, Durie, Baltimore, with moise to H.
C Foster.
Steamer El Rio, Oulet, New College, Extended of the Columbia Columbia. C Foster.
Steamer El Rio, Quick, New-Orleans February 28, with
mdse to J T Van Sickle.
CLEARED.

Steamer City of St Augustine, Ray, Jacksonville—Warren Ray,
Steamer City of Augusta, Catharine, Savannah—R L
Walker.
Steamer Yemassee, McKee, Charleston and Jacksonville—Wm P Clyde & Co.
Steamer Franciso (Er), Jenkins, Hull, Eng—Sanderson Steamer Franciso (Er), Jenkins, Hull, Eng-Sanderson & Son.
Son Steamer Salamanea (Br), Hutchinson, Sagua la Grande-McCaldin Bros.
Steamer Neptuno, Fraser, Montego Bay-J E Kerr & Co. Steamer Aller (Ger), Christoffers, Bremen via South-ampton-Oelrich & Co. Steamer Caracas, Woodrick, Laguayra, Porto Cabello, etc-Eoulton, Bliss & Dallett. Ship Hora P Stafford (Br), Smith, Portishead, Eng-J W Parker & Co. Bark Erling (Nor), Mortensen, London-Benham & Boyesen. Boycesch, Eark Glenaften (Br), McWhinnie, Point au Pitre-A D Strauss & Co. Eark Nellie Erett, Knight, Georgetown, Dem-A D Strauss & Co.

SAILED.

Steamers Chester, for Dover: City of Birmingham, Savanna5: Peronic, Lisbon; Yemassee, Charleston and Jacksonville.

Ship William H Smith, for San Francisco, Parks Heber, for Surinam; Lucy A Nickels, Hong Kong; Latonia, Adelaide. SAILED.

Kong; Latonia, Adelaide.

Sandy Hook, March 6.—The electric buoy lamp on the southwest cut, which has been extinguished since the heavy ice came into the Hay, was re-established to-night. The lights in Gedney Channel have not yet been replaced.

THE MOVEMENTS OF STEAMERS—FOREIGN PORTS.

Steamer Sanla (Ger). Black from Bromes, salled from The lights in Gedney Channel have not yet been replaced.

THE MOVEMENTS OF STEAMERS-POREIGN PORTS.
Steamer Scale (Ger), Ringk, from Bremen, salled from
Soutlampton for New-York March 5.
Steamer Ocean (Dutch), Caseens, from New-York February 1, pussed Dover March 6.
Steamer Arrivel at Glascow March 6.
Steamer Arrivel at Glascow March 6.
Steamer Arrivel at Glascow March 6.
Steamer March 6.
Steamer Molpino (Pr). Smith, from New-York February 17. for Dover, passed Priwle Point March 4.
Steamer Kolpino (Pr). Smith, from New-York Febsteamer Kolpino (Pr). Smith, from New-York Febsteamer Kolpino (Pr). Smith, from New-York Febsteamer Glotha (Ger), Ludwig, for New-York, sailed from
Christiansand March 6.
Steamer Glotha (Ger), Ludwig, for New-York, sailed from
Christiansand March 6.
Steamer Ma